POOR DOCUMENT

MC 2033



# BOY'S SKULL FRACTURED IN COASTING ACCIDENT ON HILL IN CARLETON

## Fred Robson Probably Fatally Hurt—Crashed Into Double Runner, Which Suddenly Became Disabled, as Both Were Speeding Down Miller's Hill.

Fred Robson, aged about sixteen, son of Wm. N. Robson, engineer, 245 St. John street, Carleton, was probably fatally injured in a coasting accident on Miller's hill, Carleton, Monday. His skull was fractured and at midnight he was not expected to live.

Miller's hill is a noted coasting ground in West End. Starting from the Albert school it is possible to enjoy a long run down the hill and at the end have momentum enough to mount another incline called Clark's hill, then over the crest of that, down the other side and part way up what is called Jackson's hill near the Queen square. It is one of the finest "coasts" in the city or vicinity and has always been popular.

It is figured that 250 people were on the hill last night enjoying the sport and that probably 100 sleds and seven double runners were called into use. On a sled by himself young Robson was merrily traversing the inclines and enjoying te exhilirating pastime.

Those on the single sleds usually gave the double runners the lead and then the smaller ones would string out after them. This was the method adopted on the run which ended so disastrously for the young man. One double runner, composed of two sleds joined by a deal used for seating room, had started on the run from the school with twenty or twenty-five young men and girls aboard. Directly after it rode young Robson, lying on his sled. The hill is practically a glare of ice and great speed is quickly attained and both sleds were traveling very fast when, well down the first hill, the accident occurred.

The front sled of the double runner broke down and suddenly swerved the whole, stopped the progress and upset those riding on the sled. Young Robson could not check his speed in time, or swerve out, or perhaps he did not see what had occurred. It was all done in a second of time and with fearful force his head struck against the deal of the double runner. The skull was crushed and he fell from his sled and lay on the ice unconscious. He was hurried to the residence of Joseph Peckham at the corner of Rodney street. Dr. F. L. Kenny was called and did all he could but he feared the worst. No harm, it was seen, could come of the boy's removal home and he was taken there. At midnight Dr. Kenney said there was practically no chance of the young man living.

The names of those who were riding on the double runner were not to be had last night. One who was on the hill said that different parties went on the sled each time. When they were thrown from the "runner" only two of the number were hurt and they not seriously. The steering man, whose name was said to be Hamilton, a colored man, had his back hurt and another, whose name was said to be Neve, was hurt about the ribs but both were able to go to their homes after a time.

Early Tuesday morning the lad was still unconscious, but once there had been a little sign of movement. Still, no hopes of his recovery were entertained. His sixteenth birthday will be Monday next. He is a bright young fellow, a good skater and competed in the recent sports of the policemen in Victoria rink. Rev. G. F. Scovil, of St. Jude's church, called at the house on learning of the accident, and remained through the night.

# STOLE IN HAMPTON, ARRESTED HERE AND MAKES CONFESSION

Between 8 and 9 o'clock Monday Detective Killen arrested George H. Barrett, an English boy eighteen years of age, in Dock street, on suspicion of stealing $5.50, one pair of pants, a pair of overshoes, one razor and two neckties from Charles Little, and one black shirt and one necktie, the property of Malcolm Dempster. All the articles of clothing, it is said, were taken from the boarding house of Mrs. Hugh McNutt, Hampton.

According to the story, Barrett told after his arrest, the three were boarding in Mrs. McNutt's. He himself had been there six weeks and was working in Flewwelling's mill, where Little and Dempster were also employed. Monday he went to the office to get his pay and says he told the clerk Little had asked him to get his envelope as well. Apparently the clerk suspected nothing, for he handed out the cash, $5.50. Barrett says he then went to the boarding house and divested himself of his own pants and put on those belonging to Little, which fitted him to a nicety, gathered up the other articles and made a bee line for the train.

The theft was not discovered till the evening and a telephone message was received in central station here by Deputy Chief Jenkins about 6.30 telling of it, and giving a description of the lad. The description as it turned out was a very poor one in some particulars. His general appearance was given accurately enough as short and dark, with a small face. He was said to be dressed in a reefer jacket, with a black cap.

Armed with this description Detective Killen started for the station. The train was in, and he went all through it but could find no one to answer the description. He again came out of the depot and was walking along Dock street and when near the corner of Market square he saw a strange lad in a sack coat who otherwise answered the general description of the one he sought. He arrested him and took him to central. Barrett owned to his identity and to the theft.

When searched he had betwen $8 and $9 in money besides the property sought. He had bought some articles, such as a package of tobacco, a new pipe and a collar button, and other trifles. He had also an old wooden pipe and a package of cigarettes. He claimed that when he left Hampton he had $5.50 of his own money, as well as that belonging to Little.

According to the message from Hampton Barrett jumped his board bill, which amounted to $2.50. In answer to questions, he said he has been in Canada since 1903. In that year, he added, he and three more boys broke into a jewelry store in Toronto and stole some watches, and while trying to dispose of their booty the police captured the gang. They were prosecuted, but he says they were let go.

# WEATHER RECORD FOR FEBRUARY

## Colder Average Than for Years Here—Fredericton and St. Stephen Reports.

The month of February, 1907, has made a record for severe cold and stormy weather which has seldom been equalled. The average temperature for the month was 15.5 degrees. The lowest was 11.43 below the cipher on the 23rd, and the highest 43.3 above on the 15th. The average temperature during February, 1906, was 24.8 degrees, the lowest recorded being 5.6 on the 3rd and the highest 47.3 on the 1st.

The snowfall for the past month reached the handsome total of 31 6-10 inches, and the rainfall was 1 4-10 inches, and the month closed with about 12 inches of snow on the ground. For February, 1906, the total snowfall was 14.15 inches, with 2 1-10 inches of rain. At the close of that month, however, there was only a trace of snow on the ground.

St. John, though, did not have such low temperatures during the past month as were common in various parts of the province, but the high winds that prevailed the greater part of the time made the weather very disagreeable. In Fredericton the mercury touched 26 below zero, and the highest it attained was 9 above. Twenty-seven inches of snow fell in the provincial capital and two-tenths of an inch of rain, and the month closed with three feet of snow on the ground.

In St. Stephen the mercury tumbled still lower and reached 33 below zero on the 24th, while the highest recorded during the month was 37 above, on the 2nd, 20th and 21st. Thirty-one inches of snow fell and four-tenths of an inch of rain, and at the present time there is three feet of snow there.

These were the only two outside points from which reports had been received at the observatory here yesterday. D. L. Hutchinson, the director, says the outlook for today is milder weather, with snow, turning to rain.

Dates and melons are almost the only food of many of the poor in Jerusalem. Usually only one meal a day is taken by them.

HEWSON KNITTED GOODS are as good as Hewson Tweeds. Made at Amherst.

# PAYMENT OF FEES BY PATIENTS IN HOSPITAL

## Commission to Send Scale of Charges to All Doctors in Province—Plans for New Operating Room Adopted.

The hospital commissioners Friday adopted a plan to make it generally known that there is a scale of fees for all who enter the institution as patients, except pauper patients. They have found that doctors throughout the province will send a sick person to the institution without notifying them of the fact that they will be expected to pay according to the scale arranged, such as 50 cents a day in ward, 75 cents a day in ward with privacy, and higher for private room. A copy of the scale of fees will be sent to all the physicians in the province and this, it is thought, will meet the case.

The commissioners also adopted plans for the Owen Jones operating room. Dr. Walker, the chairman, and F. Neil Brodie, architect, have been inspecting hospitals in the states in this connection. Mr. Brodie yesterday explained his plans and a committee was appointed to have specifications prepared and tenders called for.

Dr. Rowley, the newly appointed superintendent of the hospital, will be here some time this month to take up his duties.

### W. J. Elliott Dead in Tacoma

A telegram received yesterday by S. S. Elliott, of High street, contained intelligence of the death of his brother, W. J. Elliott, after a short illness, in Tacoma (Wash.) Mr. Elliott left this city twenty years ago. He had been a resident of Tacoma for some years and leaves a wife and family there. He also leaves two married sisters, Eva, in Dawson City, and Edith, in New York, besides his mother and brother here. Mr. Elliott was engaged in the lumber business in Tacoma.

### Weddings.

Begin-Warren.

Miss Ethel G. Warren, formerly of this city, but now a resident of Boston, was married on Feb. 21 to James E. Begin, of Lynn (Mass.) Rev. A. E. Black, pastor of the Tremont street M. E. church, performed the ceremony at the bride's home. A reception was held after the wedding. Mr and Mrs. Begin will reside in Lynn.

The following have passed their examination for marine engineers before Charles E. Dalton, dominion inspector and have received their certificates from Ottawa: Wiley Spicer, of Spencer's Island (N. S.), second-class for foreign going vessels; William Franklin Gill and Joseph Prentis Turner, third-class for Canadian going vessels.

A big St. Bernard dog who was warming himself by the stove in a Providence (R. I.) home, recently, sniffed some doughnuts, and, feeling hungry jumped up, knocking the stove over and spilling hot fat all over the floor.

# LORD'S DAY ACT WELL RESPECTED

## Police Report No Violations of Provisions of the New Law

## LITTLE STORES WERE ALL CLOSED

## Some Places Did Not Close Sharp on Time at Midnight Saturday—A Druggist's View of the Situation Created by the Act.

The first Sunday under the new Lord's Day act seems to have found St. John people with minds made up to observe the provisions of the act, at least at the outset. The little stores where household necessaries were ordinarily to be had on Sundays were reported closed, there were no cigars stores doing business and the police say they found no violations of the act.

For the first time in many years practically all the stores in St. John were closed. The only places of business open were the restaurants, which confined their attention altogether, it seemed, to satisfying the hunger of their guests, and the drug stores. Except in the hotels, no tobacco in any form could be procured, and the new Lord's day act seemed to be very generally observed.

There are many little emporiums on the side streets, which are best known to housekeepers, where groceries and milk could be obtained a week ago. Sunday however, the blinds were drawn and the doors locked. However, there seemed to be no great demand for these articles, and the presumption is that all having previous knowledge of the law bought enough for Saturday to meet their requirements yesterday.

The usual work went on at Sand Point and those in authority there said the requirements of thelaw would be duly met by allowing the men twenty-four hours of consecutive leisure during the week. The street railway company did not relax any of their accustomed activities, nor did the livery rigs out seem diminished as compared with an ordinary Sunday at this time of year. All day yesterday the policemen on the beats kept a sharp lookout for offenders, but last night Chief Clark said that neither in the city proper nor in the North End was there any report of violation of the new law.

Some little shops were rather slow closing on Saturday night, or rather Sunday morning. The stroke of 12 o'clock was not, in all cases, the signal for the barring of doors and the closing of shutters. In Mill street one of these was conspicuously open until at least 12.30, and the proprietor was ready and willing to make a sale.

Some of those forced by the act to close their places of business professed to be glad of the change. A proprietor of a cigar store and news stand said: "I prefer the closed shop on Sundays myself. I am putting up no kick. As long as the others close I am more than willing to stay at home. As regards closing sharp at 12 o'clock Saturday night, I am prepared to do that. A few minutes do not make much difference."

Along Main street, near the foot, there are a number of eating saloons, where clam chowders, baked beans, etc., are dispensed. Many of these formerly did a rushing business on Sunday evening; but the police said last evening that they were all closed. The blinds were down, and the front doors locked, but in the back part of some could be seen a fire and a dim light. Everything, however, looked like "nothing doing."

W. J. McMillan, when asked to speak on the law from a druggist's standpoint, said: "In the course of a year the prohibition of the sale of cigars, candies and the like will mean a big thing for some of the druggists, especially those who deal much in supplementary articles. Those who have soda water fountains will, in the summer time, lose a big source of income. Speaking for myself and the other druggists who make a specialty of filling prescriptions, I can say that I will not be much affected by the act."

Other druggists did not regard the act in so favorable a light, and were strong in its condemnation. Some said that the Sunday trade in drugs was not large enough to defray the expenses of keeping open the store, and they threatened to close up. It was also stated that some were defying the act, but the police deny this.

# BRADSTREET'S REPORT ON TRADE CONDITIONS

New York, March 1—Bradstreet's state of trade tomorrow will say:

Trade has improved all around, the impetus being furnished by the return of more favorable weather, the presence of country merchants in leading markets and the near approach of the Easter holidays. House trade has been more active and in such lines as cotton dry goods, dress goods and woolen goods prices do not deter the placing of large orders. Interior merchants report stocks quite low and money plentiful. The grain markets have been irregularly strong, taking the week as a whole.

Pig iron markets continue quiet. Spot iron commands lower premiums but no hard and fast rule can be applied to quotations. In copper considerable business has been placed for delivery in April and May. Premiums are increasing for anything like prompt supplies.

The wool market displays marked firmness and more activity has developed in domestic as well as foreign grades. Although 4,362,642 pounds arrived from Australia within the week, demand for the foreign product has not abated. In this connection it is significant that changes in fashion appear to have developed a greater tendency to use woolen goods and help the sale of foreign wools adapted to this class of fabric. To meet this competition makers of worsteds are putting up goods of a finer finish which are meeting with ready sales. Woolen and worsted manufacturers are in the market for large lots of any wool available, pending arrivals of delayed foreign lots. Stocks of domestic wools are very low.

Wheat, including flour, exports from the United States and Canada for the week ending February 28 aggregated 2,837,420 bushels against 2,300,476 this week last year, 907,936 in 1905 and 3,234,540 in 1902. For the past thirty-five weeks of the fiscal year the exports are 121,673,528 bushels, against 94,378,672 in 1905-6; 43,417,416 in 1904-5, and 81,429,644 in 1901-2.

Corn exports for the week are 3,360,456 bushels against 3,767,063 a year ago and 4,171,279 in 1905.

There is some complaint as to collections in parts of Canada, but with settled weather, good winter roads and the breaking of the freight blockade in the Northwest, the situation has improved. Winter retail trade has turned out better than was hoped for earlier and a record spring trade is looked for.

Failures for the week number 15 as against 30 in this week a year ago.

A sea captain has been elected mayor of Brightlingsea, England, the ceremony taking place in the church belfry, according to immemorial custom.

# OBITUARY.

### Henry Cooper.

Fredericton, March 1—Arthur H. Woods left last evening for Boston to attend the funeral this morning of Henry Cooper, whose death occurred on Wednesday at his home in Roxbury. Mr. Cooper, who was Mr. Wood's uncle, was foreman of the painting shop at the Edgecombe carriage factory in years gone by. Twenty years ago he went to Boston and became foreman of the painting shops of a large carriage factory in that city. The late Mr. Cooper, who was forty-eight years old, is survived by his widow, formerly a resident of Nova Scotia, and to whom he was married since going to Boston.

### Prof. G. T. Kennedy.

Halifax, March 1—The death occurred this morning at Wolfville of Prof. G. T. Kennedy, who for more than twenty years held the chair of science in King's College, Windsor. His resignation from the staff was owing to ill-health. Prof. Kennedy was born and educated in the upper provinces. He married Miss Longard, of Halifax, who, with one daughter, survives him.

### Mrs. Thomas Law.

Gagetown, Feb. 27—The death of Mrs. Thomas Law occurred Monday at midnight. In delicate health for a long time Mrs. Law, who was 61 years of age, succumbed to an attack of grippe followed by bronchitis and pneumonia. A devoted and estimable wife and mother will be deeply mourned in the home and by her numerous friends. Besides the husband and daughter, Miss Lily, there are surviving four brothers, John and William, residing here, and Robert and Charles Hunter, of St. John and Boston respectively. Mrs. A. T. McAllister, of St. John, is a sister.

The funeral takes place this afternoon at 2 o'clock, burial being made in the Episcopal cemetery. Rev. Mr. Cosman (Baptist), of Upper Gagetown, and Rev. Mr. Spencer (Episcopal), Gagetown, will officiate.

### William Welch.

William Welch, the oldest mason in the United States, died Thursday at the home of his son in East Lampster (N. H.) Mr. Welch would have been 100 years old March 29. He was born in St. Andrews and was engaged extensively in the lumber business in St. Stephen and Calais for many years. In 1832 he joined Sussex Lodge, A. F. & A. M. He figured in the Aroostook "war."

### James Mahoney.

James Mahoney, one of the oldest and best known stevedores of this port, died Friday night after a short illness, at his residence, 83 Winter street. He was aged eighty-three years. Mr. Mahoney had in his long life time here, seen the rise and decay of shipbuilding here. He had loaded the first vessels built in Nova Scotia, and for years he handled the cargoes of the Black Ball line for Robert Reed. He was born in Charlotte county but came to the city when he was eighteen years of age. His first residence was in Main street where he lived for twenty-six years, afterwards moving to Lower Cove.

At the time of the great fire in 1877 he was a heavy loser, and the following year he moved back to North End, where he had lived ever since. Mr. Mahoney was one of the oldest members of Brussels street church, and was noted for his quiet unobtrusive piety and consistent life. His wife died fourteen years ago, and he is survived by three sons and two daughters. They are: Edward J. druggist, and Fred, both of the North End; and Frank, in Boston. His daughters are Mrs. William Smith and Miss Maud, at home. The cause of Mr. Mahoney's death was simply old age.

### Miss Elizabeth Carleton.

Miss Elizabeth Carleton, daughter of James and Matilda Carleton, of 135 Market street, West End, died on Saturday, after an illness of eight months, aged twenty-six years. Miss Carleton will be sincerely mourned for by a large circle of intimate friends, among whom she was familiarly known as Bessie. Up to last August she had been employed in the offices of Hanington, Teed & Hanington, but was obliged to give up that position on account of poor health. On Saturday she was operated on in the private hospital by Dr. Murray MacLaren for some internal trouble, but she never rallied from the shock, and gradually sank till the end came in the evening. Miss Carleton was a member of St. George's church, and was formerly connected with the Sunday school of that congregation for some time as a teacher. She was formerly also a member of the choir She is survived by five sisters and one brother. They are the Misses Alice, Sarah, Dorothy and Louise, at home; Mrs. Percy W. Wetmore, and James W. Carleton, with A. G. Smith & Co., of the west side.

### Frank Patterson.

Frank Patterson, an aged resident of the city, died at his residence, Short street, Sunday, aged 76 years. Deceased had been ill for only a short time, the cause of death being simply old age. Mr. Patterson was one of those who found employment in the shipyards here as a shipcarpenter, but since the decay of shipbuilding he had been a laborer. He leaves an aged wife, three daughters and six sons. Among the children are Charles, in Sydney; Winslow, James, Joshua and Lena at home. Mrs. Wannacott, of this city, is a daughter.

### M. B. Almon.

Halifax, N. S., March 3—(Special)—The death occurred yesterday of M. B. Almon, after a week's illness of pneumonia. He was a member of one of the oldest families of Nova Scotia. Years ago he was a member of the banking and brokerage firm of Almon & Mackintosh, but of recent years he has been in the insurance business.

### Mrs. Charles Fawcett.

Sackville, N. B., March 2—The death took place here today about noon of Mrs. Fawcett, wife of the veteran stove manufacturer, Charles Fawcett.

She was very ill early in December, being operated upon in St. John, and about a week ago she fell down stairs, sustaining injuries which resulted in her death. She was sixty-one years old.

### Mrs. Charles McManus.

Mrs. Sophia, wife of Charles McManus, of Hanover street, died at the residence of her husband, Sunday morning aged sixty-five years and three weeks. She had been in feeble health for a long time and is survived by three daughters—the Misses Sarah, Emma and Tressa, all at home; and one brother—Robert Hunter, who resides in Hanover street. The deceased lady was well and favorably known, and many will regret to heard of her death.

# SCHOOL QUESTION THE BIG ISSUE IN SYDNEY ELECTION

## Civic Contest Today Will Decide Whether Convent Grants Will Be Abolished or Not.

*(Special to The Telegraph.)*

Sydney, March 4—Perhaps the most remarkable civic contest ever fought in this province closed in this city tonight and tomorrow the citizens will express their opinion at the poll. The campaign has been conducted with the school question the sole issue. If the citizens were concerned in any others, these were thrown over for the question as to whether the public grants should be withdrawn from the convent schools or not.

There are two candidates for the mayoralty, Finlay MacDonald, deputy mayor, and F. C. Kimber. The former, in brief, has advocated the retention of the present state of affairs until the city is in a position to provide ample school accommodations for all without interfering with its financial standing.

The latter urges the withdrawal of the grant on the ground that the concession is illegal. The local papers have been teeming with correspondence on the subject, anonymous and otherwise.

It is expected that the voting tomorrow will be very largely along religious lines and no one can offer safe conjectures tonight as to what the outcome will be. MacDonald will take the solid Catholic vote and a large sprinkling of Protestants who are averse to a disturbance of the present arrangement with respect to the convent schools.

Kimber depends solely upon the Protestant vote.

# SPANISH SWINDLE TRIED HERE AGAIN

F. A. Young, the North End hardware merchant, was quite surprised to receive in yesterday's mail the letter printed below. Needless to say it was at once recognized as a swindle and all that Mr. Young wonders at is how the writer secured his name.

Every once in a while New Brunswick people receive letters nearly identical with the one received by Mr. Young. Mr. Young sarcastically remarked: "It must be a cold winter in Spain and being out of coal somebody is looking for a little money from suckers."

The letter was addressed as follows: "Canada, Mr. Frederick Young, 736 Main St., St. John (N. B.)" It was written on a large sheet of paper in a cramped rather illegible hand and read as follows:

Madrid, Feb. 18, 1907.

Gentlemen,—I need the co-operation of a honest man for recovering £50,000 that I have within a trunk deposited in a railway station of England and also of a check for £2,400 payable to bearer, being this check together with the railroad receipt for the recovery of said trunk hidden in a secret drawer of a hand valise, forming part of a baggage of mine seized in Spain.

I am into prison for bankruptcy and shall be necessary at all that you come to Spain to leave free said seizure, paying the tribunal the necessary charges. The recompense you will be rewarded with, the third part of the local amount.

Should you be disposed to aid me the matter being a pressing one, please wire the single word Florencia to a faithful servant of mine and I will send you full particulars.

Then I shall sign full name, but in the meantime, fearing this letter not reaches you, I only sign R.

Address for cablegram:
Carlos Suivier—Pelago 61—Madrid, Spain.

# LOCAL NEWS.

There were two marriages in the city last week and seventeen births; eleven of the children were boys.

The inland revenue receipts here for February were $21,333.41, as against $19,547.51 for the same month 1906.

Wm. Doherty was sworn in an I. C. R. night watchman and constable Saturday morning by Magistrate Ritchie.

A Chesley, the new Canadian commercial agent in South Africa, sailed from Halifax for Cape Town Saturday. His family will remain here till he is established in his new position.

Eleven deaths took place in the city last week from the following causes: Old age, 3; pneumonia, 2; phythisis, convulsions, heart disease, premature birth, myocarditis and accidental burning, one each.

The following were the returns of killing read at the meeting of the slaughter house commissoners Friday: John McCarthy, 200 cattle 48 sheep; Kane & McGrath, 168 cattle, 48 sheep; M. J. Collins, 10 cattle, five sheep and eight calves.

The tug Leader, belonging to N. C. Scott was nearly sunk at her moorings in Indiantown Friday night. J. Rowan arrived in time to give the alarm and stop the leak but the damage done to the machinery will be considerable.

Mr. and Mrs. Jas. Thompson, of Chance Harbor, wish to thank the doctors, superintendent and nurses ofthe St. John General Public Hospital for the kindness and attention given to their daughter, Miss Edith Thompson, in her late illness, and also their many friends for their kindness and sympathy in their bereavement.

# NEW YORK CENTRAL OFFICIALS BLAMED FOR KILLING TWENTY-THREE

New York, March 4—The jury in the coroner's inquest into the New York Central wreck in the Bronx on Feb. 16, when twenty-three people were killed, brought in a verdict tonight holding the operating and construction departments of the railroad responsible.

The coroner endeavored to get a recommendation as to individuals, but did not succeed. He then declared that he would hold the entire board of directors and the president of the Central and parole them until 10 o'clock tomorrow morning.

Sickness in the town caused Dr. G. W. Hatch, of Wilton (N. H.), to make eighty-seven calls one day last week. He was riding all one day and night.

Store closes evenings at 6 o'clock. Saturdays 11 p.m.

**Union Clothing Company**

26-28 Charlotte Street, St. John, N. B.
Old Y. M. C. A. Building. ALEX. CORBET, Mgr

**THEY SAY!** Yes, they are saying all over town that our stock of Winter Clothing and Furnishings will save you more money than any other store in town.

**What Is the Reason?** Why, our quality is always the *highest* and our prices always the *lowest.* Don't be misled, but come right to us.

**Special sale of Boys' Fleece Underwear at 29c garment**

What everybody says, is so.

**Union Clothing Co.**

# WINTER CROSSING BY CAPE ROUTE TO P. E. ISLAND

## Trials and Tribulations of Passengers Rowing and Hauling Iceboats.

(New York Herald).

Halifax, N. S., March 2—Many despatches from Prince Edward Island have been published this winter telling of meetings in various parts of the island to denounce the Canadian government for the non-fulfilment of the terms of confederation, and particularly of the provision relating to "continuous steam communication winter and summer between Prince Edward Island and the mainland."

Prince Edward Island becomes early in the winter almost isolated from the rest of the world. Its inhabitants enjoy all the comforts of modern steamship navigation daily during the summer and autumn, and are able to do business with the rest of the provinces and the United States with ease, but the closing of navigation means immediate suspension of all business traffic.

When the cold weather begins the summer steamers are taken off and steamers specially constructed for the ice service are put on. They do fair work as long as fine, clear, cold weather continues, but as soon as a stiff wind comes up or a heavy fall of snow these steamers become helplessly wedged in between hills of ice in the middle of the Northumberland Straits. One steamer thus caught was out in the straits for three weeks two years ago, and her sister ship was about two weeks looking for her. Eventually both were discovered by a tug and rescued with the help of a change of wind.

When this condition of affairs is reached the order comes from Ottawa to transfer his majesty's mails and passengers to the "Capes route," so called because the two nearest landings in Prince Edward Island and the mainland of New Brunswick are, respectively, Capes Traverse and Tormentine.

A traveler who recently reached here from Prince Edward Island tells what such a trip means in winter.

"For five days no word had been heard of the ice steamer, and no mails or passengers had either arrived or departed," said the traveler. "I was advised to try the old reliable 'capes route,' and was told that on the following morning a 'crossing' was to be attempted.

"A few moments after daylight I was at my breakfast, when the captain of the ice boat, a strapping islander, six feet and more, in straw hat and shirt sleeves, entered and said: 'Boys, it's a glorious day, and we'll make a start in fifteen minutes.'

"I got into my furs and poked my nose outdoors into the captain's 'glorious day' air, and asked the first man I saw what was the thermometer and received the answer that it was only twelve degrees below zero.

"We started at 5 o'clock in sleighs for the 'board ice,' distant about one and a half miles. Although one of the natives said it was a glorious morning, the twelve degrees below zero compelled all the tenderfeet to muffle up well in their furs, while the crews of the boats seemed in their element without coats, showing the sleeves of drugget or homespun shirts which are worn by the farming and fishing folk of the island.

"Having reached the outer edge of the 'board ice,' all hands took to the ice boats, which resemble very much the large working boats of our warships, being from sixteen to nineteen feet in length. On each side are five straps, which go across one shoulder of the passenger, serving the dual purpose of pulling the boat and, in case he makes a misstep, keeping him from sinking into the water beyond his armpits.

"There having been a heavy wind the previous day, open water for a few miles was visible, and all hands, crew and passengers, took to the oars. It was only a few minutes before I was taking off my furs, and beginning to see why the natives were laughing at us when we were putting on our furs and they were putting on their straw hats and rolling up their shirt-sleeves.

"It is paradoxial but true that crossing the capes is one of the few means of transportation where you are charged a good round sum for your passage and yet have to work your way, and sometimes work it hard. This trip of mine showed there was no class distinction. My fellow passengers covered high and low. My opposite—that is, the man who had a strap over his shoulder on the opposite side of my boat—was a senator on his way to the Ottawa parliament. In front of me was a clergyman, and his opposite was a bank cashier, who in one of our halts said he was going to return in a few days, and in front of those two were a young son of a farmer on his way to the 'States' and his opposite, a king's counsellor, on his way to Ottawa to plead before the courts.

"In another boat there were five passengers, one a woman, who disdained the privilege of sitting in the boat the whole passage, but put her shoulder to the boat and seemed to enjoy it hugely. For that matter, every one seemed to be in good spirits. The senator seemed to be born dignified, but he was the best one to slip off a small hill of ice into the icy waters, and when everybody jeered and cheered he was 'game' enough to take his medicine.

"The next victim proved to be the clergyman, who, while laughing at the senator, was caught napping and went to his arm pits. He came up spluttering and was wise enough to begin his laugh first.

"I began to think the Gulf Stream must be near, for I figured it could not be very cold, as everybody seemed to enjoy his bath. I was thinking the thing over, when down I went, and I soon realized that it was only the gameness of my predecessors that kept up their spirits.

"Speaking of spirits, I may say I was surprised to see not one of the passengers or crew take any liquor. I spoke to the king's counsellor about it.

"'Yes,' said he, 'I have something, but not on the hip. It is in my luggage, and when I get to Tormentine I will make up for this. But let me tell you, it is the verge of insanity to have something on the hip all ready, when you come out of the water. The best thing to do is to work, as we are now doing, and I guarantee that when we arrive we will get all warm and dry, and the only thing we will need the toddy for will be our exhaustion.'

"A sudden backing of water was the signal to get ready for a jump, as we were running into one of the numerous hillocks of floating ice, over which we had to drag our boats for a few minutes, to be followed by a hasty jump into the boats and a row for a mile or so, and then—the curse and dread of the iceboat crews—'lolly,' a sort of very thick syrup of snow and water.

"In this stuff we worked for two hours, but, not making any headway, the order was given to return to the Prince Edward Island shore, although we were in plain view of the mainland, the whole distance from cape to cape being only about nine miles.

"Several of the passengers begged the captain to try harder to make the New Brunswick shore, but he told them he had travelled over that course too often to take any chances of a storm coming up and jeopardizing the lives of all hands. He told of several cases where boats got caught in storms, and in one case were out seven days and nights, only a few miles from land.

"The captain told of a young man who started with four fishermen in the dead of winter from Pictou (N. S.), for Charlottetown (P. E. I.), a distance of fifty miles. The party started in open row-boats, but no tidings were ever had of them, and it was concluded they were lost in a gale that came up late that day.

"We reached the ashore about 5 o'clock in the afternoon, a sad and disappointed party, for we knew we might have to stay at deserted, desolate Cape Traverse for one or more days, with nothing to vary the monotony of mid-winter.

"We started once more for the mainland at 5 o'clock the next morning. It was two degrees colder than the preceding morning, and the wind was blowing somewhat. When we reached the edge of the 'board ice' and met the captain of the ice boats he was very dubious, as he thought the wind was too heavy, but he reluctantly started, saying it was foolishness to waste time and energy, as he had been going for years and knew what day he would succeed and what not.

"This, however, was one of the days he was off his reckoning, for the wind shifted suddenly in our favor and we rowed fast with tide and wind for more than two miles, with no trouble from ice or 'lolly.' Before noon we were on the New Brunswick 'board ice,' and in a few minutes were in the hotel.

"The natives of Prince Edward Island are thoroughly incensed at the treatment the dominion government is giving them, especially as regards this continuous steam communication between the island and the mainland.

"Some of the best English and American engineers assert that a tunnel can be completed for something like $5,000,000, and is the only thing that will settle the annual trouble in Prince Edward Island—'crossing the Capes.'"

# THE NEW SERVICE FOR WASHADEMOAK LAKE

Codys, Queens county, Feb. 28—The weather has been very cold. On Sunday morning the coldest of the season, it was twenty-eight below zero.

The N. B. C. & R. Company have made good time this winter under the efficient management of W. C. Hunter. Mails are secured here early in the day.

T. P. Hetherington has a large number of teams hauling lumber at Salmon Creek and Mill Brook. He will have a large amount of hard and soft woods of different kinds.

The shareholders of the Washademoak Steamship Company, Ltd., held their meeting at the office of the company on Monday. A chairman and secretary were elected. The chairman said letters patent had been issued to the company and were now before the meeting, and the meeting was called for the purpose of organizing the company. Dr. Judson Hetherington was elected president; A. H. Steeves, vice-president; G. H. Perry, secretary-treasurer; S. C. Perry, manager. The directors for the ensuing year appointed were Dr. Judson E. Hetherington, A. H. Steeves, Captain John E. Porter, Captain G. H. Perry, S. C. Perry.

It was ordered that stock certificates be issued to the different stockholders as soon as signed by the president and secretary-treasurer.

The company have secured the services of Captain G. H. Perry as master of the steamer Aberdeen. It is understood that the largest stockholders will be resident on the Washademoak Lake, hence the people having a boat of their own. It was ordered at the meeting to buy all wood needed that could be obtained, vegetables, meat, milk, etc., for the use of the boat, on said lake, which will leave a considerable amount of money in the place.

There are many changes and repairs being made on the steamer Aberdeen—saloon enlarged, she will be closed in, a large promenade deck forward of wheel house. The storage capacity is large, suitable shelves are being put in for cream cans, as a large amount of cream is sent to St. John.

# FRENCH AND SCOTCH TRAWLERS TO ENGAGE IN BANK FISHERIES

Halifax, N. S., March 1—Besides a fleet of French steam trawlers, which is expected to make North Sydney their headquarters next summer in the prosecution of the Bank fisheries, it is said that several vessels of the same type will shortly come out from Scotland in the spring to engage in the same industry. French trawlers are now being prepared for the season's work, and it is expected that in about a month's time the first of the fleet will reach this side by way of St. Pierre.